

READINESS

2/3 of Navy Fatalities and Injuries occur in Personal Motor Vehicles (PMV)

1/2 of the PMV Fatalities and Injuries occur on Motorcycles (PMV-2)

Most motorcycle crashes involve Sport Bikes

TRAINING is very effective at preventing Fatalities and Injuries

EVERY FATALITY AND INJURY AFFECTS READINESS

Riders are responsible for completing required training.

Commands are responsible for providing the opportunity for training.

SUPPORT

POLICY: Naval Safety Center (NSC)

www.safetycenter.navy.mil TAB: Ashore/Motor Vehicle/Motorcycle

DELIVERY: Commander Naval Installations Command (CNIC)

www.cnic.navy.mil BUTTON: Find Your Region or Installation

ESAMS:

https://esams.cnic.navy.mil/esams_gen_2/loginesams.aspx

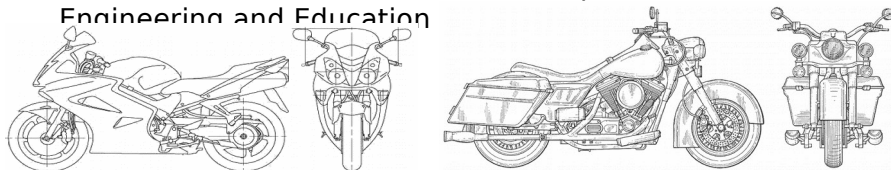
Help Desk: CONUS: 866-249-7314 OCONUS: 809-463-3376

3-E's

Engineering: Best method to eliminate or reduce risk (i.e. ABS Brakes, Stability Control, Tire Construction, Mirrors etc.)

Education: Best method to reduce risk when engineering is not feasible

Enforcement: Mandate and Enforce compliance with Engineering and Education

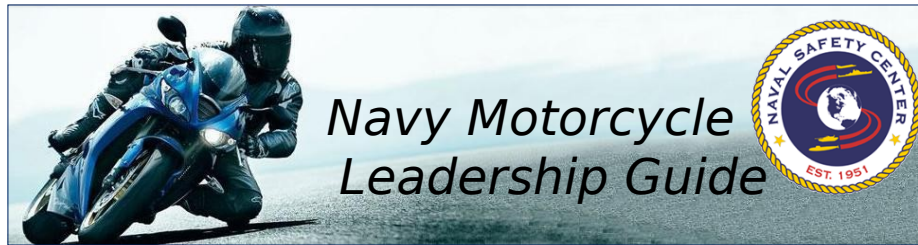


Sportbike

Performance machine, engineered for the track but authorized on the road

Non-Sportbike

Engineered road bikes



BEST PRACTICES / KEYS TO SUCCESS

- Assign and support your Motorcycle Safety Representative (MSR)
- Include MSR on Check-in/out routing – Keep Roster Current!
- Recommend all personnel complete a Pg13 stating they are aware of the reporting requirement if they ride or own a motorcycle (example available on the NSC Motorcycle web page)
- Engage Divisions and Chief's mess to know their riders and set the tone to support motorcycle training and mentoring opportunities
- Monitor Readiness Posture using ESAMS Reports provided by MSR
- Enforce Training Attendance and Motorcycle Rider Policy compliance

Collateral Duty MSRs Have More Ability To Reduce Fatalities and Injuries Than Anyone Else In The Navy!

Actions that focus on enforcement without opportunities to learn have driven riders "underground". Success = leadership enables training attendance, supports mentorship and expects compliance and personal risk management. Improving Navy motorcycle culture will have a positive affect on readiness and will foster safety conscious attitudes.

REFERENCES

- DODI 6055.04 DoD Traffic Safety Program
- OPNAVINST 5100.12 Navy Traffic Safety Program

TRAINING REQUIREMENTS

LEVEL I BASIC

- Initial class **required** within **30 days**
- No license or permit required if Trainer Bikes are available
- Curriculum: **BASIC RIDER COURSE (BRC)**

LEVEL II INTERMEDIATE

- Initial class **required** within **60 days of Initial BRC**
- Student must provide his/her own bike.
- Permit or License, and Insurance Required
- Students on **cost** orders may use Trainer Bike of correct type
- Curriculum: **ADVANCED RIDER COURSE (ARC)** - All bike types
MILITARY SPORTBIKE RIDER COURSE (MSRC)- All Sportbikes
BASIC RIDER COURSE LEVEL II (BRC-2)- All Non-Sportbikes

LEVEL III REFRESHER AND ADVANCED

- Required every **THREE years**
- Curriculum: **ANY LEVEL I OR II TRAINING COURSE**
AUTHORIZED ALTERNATE TRAINING (See NSC Website)

Note 1: Training Requirements apply to Military riders on or off duty and Government Civilians in the line of their duty

Note 2: Level I training may be required for civilians to ride on military installations

Note 3: Leave should not be charged for personnel taking courses.

Not es are) Reti e basi dents, and Govt.



REQUIRED PERSONAL PROTECTIVE EQUIPMENT (PPE)

- Department of Transportation approved **(DOT) Helmet**
- Impact Resistant **Goggles, Face-shield or Wrap Glasses**
- Full Fingered **Gloves**
- Sturdy over the ankle **footwear**
- Long sleeve shirt** below the elbows & **Long pants** below the knees

Motorcycle specific Jackets and Pants with armor is highly encouraged to provide ultimate crash protection

MOTORCYCLE SAFETY REPRESENTATIVE (MSR)

Collateral or Full Time MSR(s) manage the Motorcycle Program, and provide status to the CO/OIC/ISIC as necessary.

- At least one MSR shall be assigned for the command
- Rider(s) preferred for the MSR position, but not required
- If more than one MSR is assigned, appoint a "Senior" MSR
- MSR(s) may support more than one UIC/Command
- Add MSR to command check-in/check-out sheet
- Ensure MSR's are trained to use ESAMS (ESAMS website)

ENTERPRISE SAFETY APPLICATION MANAGEMENT SYSTEM (ESAMS)

ESAMS shall be used to manage the Navy Motorcycle Program. ESAMS provides rider inventory, training compliance, demographic information and reports

ESAMS is also the Navy Safety and Occupational Health (SOH) Program tool. Your MSR and Safety Manager can assist one another with the program or may be the same individual.

MSR(s) Duties Include:

Monthly: Verify training and deficiency report, frequency may change depending on command population

Quarterly: Review and counsel planned owners for change

Quarterly: Review and update reports

Quarterly: Provide COC with the dashboard

Quarterly: Hold a motorcycle rider safety meeting to remind and update riders on safety requirements and training. Have plan-to-own riders attend so that they can meet their peers and can pair up with experienced riders as mentors

CO SUPPORT OPPORTUNITIES

- Motorcycle Mentorship Meetings** are encouraged within the command and are available at most regional safety offices
- Command Organized Rides** are valuable to encourage positive peer pressure and informal program oversight
- Season Opening and Closing Fairs/Rides** are encouraged to provide an opportunity to inspect vehicles, check training, check licensing and discuss personal risk management
- Stand-Down Presentations, Data, and GMT** are available on the NSC web site and at many installation safety offices
- Contract Trainers** are available as PMV-2 Subject Matter Experts (SME) to provide special request training and Stand-Downs
- PMV-2 PPE to/from parking in uniform-refer to local policy